#### TWO WAYS

There are two ways to erect a building-our way and the other way.

There are two ways to do most things, but usually only one of them is the right way. We do not purpose to exploit our way at the expense of the other way, but there can be nothing amiss in stating that during the past few years the great architects and property owners of this country have preferred our way to

any other. THOMPSON-STARRETT COMPANY

Building Construction

#### **HOW BOGUS PRINCE** FOOLED SOCIETY

Discovery Came Owing to Too Great Insistence in Asking for Invitations.

IBy Cable to The Tribune. London, March 9 .- The chronicle of doings of the "Crown Prince of ociety people at Hendon and elsewhere the adventures of the "Crown Prince" and his private secretary, "Lord Stanton and further details are now Letters of thanks have reached The Standard" from a number of titled reople honxed congratulating that jourtious pair and so save their friends from further ridicule, and it is understood week-end plans of the adventurers have general and his family saved from de-

in last Monday's newspapers as the The correspondence follows" Crown Prince of Wurtemberg and Lord Stanton Hope, it appears that numerous invitations to luncheons, receptions, din- THE NEW YORK, NEW HAVEN & ners and dances were showered upon them from all sides during the week. The best invitations were unerringly se lected, "Lord Stanton" choosing for his

Their circle of acquaintances extended rapidly day after day, but the suspicions the persistence with which "Lord Stanton this company, both before and since the Hope" rang them up on the telephone fiscal agency contract, which was in efasking for appointments and invitations feet from December 19, 1910, to December to call, and subsequent inquiries revealed 4, 1913, and which was terminated by nothat there was no such person as the tice from your firm. Crown Prince Wuertemberg mentioned in the "Almanach de Gotha" and nobody in Haven company will, of course, show Stanton Hope.

telegrams were sent cancelling engage- venience to me, and would save some ments made with the imposters. One or time, if I could obtain from you a comtwo of the husbands and brothers of the plete statement of all transactions of the intention of getting even with the impost- involving the placing of its securities or ers by administering a sound thrashing the purchase of securities for it, in which to both, this partly because they have no your firm or its predecessors, Messrs. ground for any legal action and partly Drexel, Morgan & Co., have taken part because if they had they would not care | since January 1, 1894. to expose their relatives to publicity.

# Orientals

When you buy an Oriental Rug at Wild's you may depend upon the statements made to you as being the exact facts concerning that

No rug of uncertain lineage can find a place in this

The qualities are of a fixed standard and the prices of fixed moderation.

JOSEPH WILD & CO. Fifth Ave. and 35th St.

Dargest Specialty Rug House in America

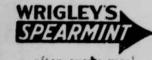
#### SUPERB HOME FURNISHINGS

Art Tressures, Paintings, Tapestries, Kerman-shal, Silk and Oriental Rugs, Steinway Baby Grand Pianola Fiano, Sterling Sliver, Bronzes, Linens, Library of Books, Tall Chine and

DANIEL J. SULLY

Wednesday, March 11th, at 11 A. M. DARLING & CO., Auct're

Buy It by the Box



Paragon Typewriter Ribbons

Remtico Typewriter Supplies."

REMINGTON

TYPEWRITER COMPANY

### MORGAN PROFITS ON NEW HAVEN ONLY \$350,000

advances it had made to the Millbrook Elliott, point out that from 1904 to

part of the New York, Westchester & sustained a loss of \$183,360 14.

The letter to Mr. Elliott was sent in twenty years, and for information relative to the loans of \$11,150,000 to Oak-

used to reimburse Morgan & Co. for Morgan & Co., in its letter to Mr. 1910 the New Haven generally dis-No member of the Morgan firm, the posed of its securities by selling them etter states, had any interest in the outright, sometimes to the Morgan firm concern nor in any of the enterprises or thereon. In one loan of \$78,165,767 properties which in any way became a Morgan & Co., according to the letter,

"The letters adequately explain Commerce Commission said had been J. P. Morgan & Co. last night, "and for bought by the New Haven for about that reason we have prepared no ex-

response to his communication asking that in twenty years J. P. Morgan & Co. took part in the sale of \$333,000,000 of securities of the New Haven com-Haven and Morgan & Co. for the last panies and made a net profit of \$350, leigh Thorne and the Milibrook Com- were interested in the properties ac quired by the New Haven.

#### THORNE GOT MONEY, SAYS J. P. MORGAN FIRM'S LETTER

and as to our profits in the sale of New Haven and allied company securities dur ing the same period. swers thereto may be of interest to the

been utterly upset and a distinguished stockholders of the New Haven, we have Haven company, to give out for publica-After appearing at the Sunday flying tion the entire correspondence, setting meeting at Hendon and being announced forth in detail the information requested. Mr. Elliott's letter to Morgan & Co. was

as follows:

HARTFORD RAILROAD COMPANY. Office of the Chairman. Howard Elliott, Chairman, South Station, Boston, Feb. 21, 1911.

"royal master" where to go and what Messrs J. P. Morgan & Co., No. 23 Wall street, New York City. Gentlemen: I have been asked ques-

tions by our directors and by others about some titled women were aroused by the transactions between your firm and

An examination of the books of the Net 'Debrett's Peerage' of the name of Lord | these transactions, but as there are a the were heaved expressed the New Haven road and its allied companies.

> In addition to furnishing this informaa statement from you as to whether your with described. firm or any of its members ever had any interest in any properties acquired by beg to state that none of our firms, nor the New Haven company, such as the any member of them, ever had any inter-Westchester, the steam railways, the trol- est in any properties, such as the West ley lines or the steamship companies. I chester, the steam railways, the trolley am also asked certain questions about the lines or the steamship companies ac-Millbrook Company, and I should be glad quired by the New Haven company of

by your firm to Oakleigh Thorne or to

Railroad Company.

of it, in these transactions, and, if so, interested in reading copy herewith of the extent of such profit or commission. of it, had any interest in any of the se- ing the method proposed for arriving.

If you are willing to give me the infor- From this you will note that not only mation suggested in this letter it will was Mr. Morgan's interest small, but assist me greatly in answering numerous that the transaction was carried through inquiries that are made, and I shall be without participation by him. under obligations, particularly if you can send the information in the near future. make specific replies to your questions in

Yours very truly, HOWARD ELLIOTT, Chairman.

letter of February 21, asking for certain road Company. We inclose copy of an information covering our relations with official letter to us from the New the New York, New Haven & Hartford Haven Company, dated April 2, 1907, and Railroad Company and its allied com- received about that date, in which refquest and in the comparatively brief December 4, 1906, between the New Haven amination made of all our books, the re- and to our advances on account of that sults of which we present herewith in | contract. This letter confirms our unthe form of various statements, embracing all our transactions with the New have been and are for the account and Haven Road and its subsidiaries during benefit of the New Haven Road' and, company's operation.

SCHEDULE II.

were

Reing an average commission of
less than 3-10 of 1 per cent.

Of this commission, the amount
retained by us was.

The balance being paid to others
interested with us in the trans-

actions.
Section R.
All transactions under fiscal
agency contract (entered into on
December 13, 1910, and terminated on December 4, 1913), for
all companies (including Boston
& Maine), showing a total of 51
of securities sold for account of
the companies.
Unon which they paid total commissions of
or approximately 5 of 1 per

approximately is of 1 per nt for selling cent for selling
of this commission the amount
retained by us was.
The balance being paid to others
interested with us in the trans-

SUMMARY OF SCHEDULES I AND IL

In all Notes amount of commissions paid by companies. Being a little less than 15 of 1 per cent.

Total amount of such commissions retained by us.

Net losses realized by us in the outright purchases (See Schedule 1) \$333,052,\$03.00

ion it would assist me greatly, although as aforesaid, the net result to our firms I have no technical right to the informa- of all of our transactions with the New tion, if you would be willing to furnish | Haven and its allied companies during me a statement showing the profits real- the twenty-year period just ended. We ized by your firm from the sale of se- have not received from the New Haven curities purchased from the New Haven or from the companies affiliated with it company or from any of its subordinate any compensation or profit in any form, quiring the expenditure of a million for New Haven that they desired to cancel the companies. I should also be glad to have or an any other account, than those here-

if you would inform me about the follow- any of its subsidiary companies. broad statement has only one exception, 1. The total amount of advances made the details of which are as follows:

shares of the stock of the South Bay 2. Whether your firm had any transac- Wharf and Terminal Company (being tions with the Milibrook Company other somewhat less than one-tenth of the than for the account and by the order of whole) from his father in 1890. Seventhe New York, New Haven & Hartford teen years later, in January, 1907, he was asked to exchange this stock for 3. Whether there was any profit or \$14 shares of New Haven stock, and a letter under date of January 27, 1906 Whether your firm, or any member addressed to him by J. C. Cobb, explaincurities purchased by the Millbrook Com- through outside appraisal, at a fair price to the New Haven in the matter

regard to this company.

We hand you herewith state-Morgan & Co. answered Mr. Elliott's ments of accounts from our books showetter about two weeks later as follows: ing that from October, 1906, to Septem-Howard Elliott, Esq., Chairman, the ber, 1907, we advanced Oakleigh Thorne, New York, New Haven & Hartford and afterward the Milibrook Company, Railroad Company, South Station, various sums aggregating \$11,155,000. All these advances were made by order, and for account, of the New Haven Rail-In compliance with your re- erence is made to an agreement dated derstanding that all such transactions furthermore, that 'that road is and will you also a list of the securities against rities having been finally turned over to

"(2) None of our firms, our any mem

"(3) In none of these transactions

redited to the New Haven Company's Account No. 2, and that we received no interest upon advances made.

the ownership of those enterprises which afterward became what is known as the truly, New York, Westchester & Boston Railroad Company. None of our firms, nor any member of them, had any interest in securities or property purchased by the randum: Millbrook Company, or received any ad vantage from such purchases. Nor had e any interest of any kind in any of the enterprises or properties which in any way became a part of the New York Westchester & Boston "Deposits. From the year 1903, when

the first deposit account was opened with us, the companies have had with is total balances averaging for the eleven years about \$1,415,000 (subject to draft) on which we have paid interest "We believe the foregoing covers all

the points as to which you ask us-Should any point not be clear to you, or should you desire more detailed information on any point, we shall be very clad to give you explanation or further

"J. P. MORGAN & CO." (Signed). Accompanying the letters is the follow ng from Charles S. Mellen, approving as president of the New Haven the understanding that the Millbrook transactions were for the account and benefit of the New Haven and that that road was re-

"Messrs J. P. Morgan & Co., No. 23 Wall street, New York City. Dear Sirs: Referring to our previous

onferences, and to our agreement dated The formal statement of Morgan & Co., thy us sither alone or in participation December 4, 1996, with the Millbrook Comuch contract to the Millbrook Company road handed to the Millbrook Company.

assigned to you under its obligations, including that dated March 15, 1907, we have to confirm your understanding that all The securities thus purchased such transactions have been and are for by the Millbrook Company represented our account and benefit and that we are and will be responsible therefor. Yours

C. S. MELLEN, President." Voluminous tables showing every transaction between Morgan & Co. and the New Haven in detail also accompany the letters, in addition to the following memo-

THE MILLBROOK COMPANY. The Millbrook Company deposited the following securities as collateral to its

pany. S. 127,500 underwriting of the New York, S. 127,500 underwriting of the New York, Westchester & Boston Railway Company. 95,939 is shares of the New York, Westchester & Boston Railway Company. Receipt from the Controller, City of New York, for

ork, for \$100,000 corporate stock of the City of New outstanding capital stock.

nand notes of the City and County ConCompany.

ract Company. \$10,000 dated December 26, 1906, and \$25,000 dated December 31, 1906. On September 20, 1907, the Millbrook

Company withdrew: 20,000 shares New York Rallroad & Development Company stock.
6,900 shares City and County Contract Com s7,127,500 underwriting of the New York, Festchester & Boston Railway Company, and 95,339½ shares New York, Westchester & oston common stock.

Substituting therefor: 70,000 shares New York & Portchester Rall

On October 30, 1907, when the notes were paid, the remaining collateral was repany, and your advances on account of leased, and by order of the New Haver

#### 78, 168, 687. \* THORNE TELLS THE TRIBUNE HOW HE PUT DEAL THROUGH

day by the firm of J. P. Morgan & Co. that the bankers were used simply as a convenience in handling the deal and made no profit from the sale of the roads to the New Haven.

The assertion that \$12,000,000 "vanished He said that in his belief the New ment a return that justified the deal.

"The question is simply this," said Mr. "What is a four-track right of to them. way in New York City from 177th street to Mount Vernon worth to a great railproaches to the main source of business?

At the time of the purchase, in 1906, acording to Mr. Thorne, the New Haven Railroad was considering building a subway from the 177th street terminal that \$882.625 25 would tap the Pennsylvania Railroad terminal. He continued:

"Both the Westchester and Port Chester lines were then in the course of construction and getting nowhere. "It was a question of whether it was

better for the New Haven to buy the lines after they had been completed and Haven they had the right to cano one that was best suited for the road. "Under a franchise from the city re-

development the New York, Westchester contract, and it was cancelled. & Boston Company was making the better headway. The money had been expended that must be understood in these transand the work approved by the city and actions. I never paid a dollar either dithe deposit of \$160.600, made when the rectly or indirectly to J. P. Morgan & franchise was granted, returned on com- Co. or any one connected with the New pletion of the obligations.

proposition. I found the Port Chester com- them to the New Haven. nany seeking the right to construct what two roads successfully, but there was of getting an entry into New York. business enough for one.

"I then undertook to combine the companies and build one road, but found that rectors of the New Haven and said 'I can owing to the feeling existing between the get you a franchise for a right of way two, neither would give way. The only into New York for \$5,000,000' the New thing remaining was to acquire them by Haven would have seriously considered

have been failures "I went to Mr. Mellen in 1906 and sug-

one most advantageous to the New Haven. He told me he would take the matter up with the board of directors. Later

#### How the Deal Was Effected.

"I met this committee, Mr. Mellen bein; to acquire for the New Haven at least two-thirds of the outstanding securities into thin air" when the deal went through of the New York, Westchester & Boston was characterized by the financier as ab- and Port Chester roads, together with their construction companies, and under Haven Railroad obtained on the invest- the direction of an engineer to be appoint ed by the New Haven to construct the

vised me to get it from J. P. Morgan & Co.

"After I acquired the securities, in order to facilitate the handling, the New Haven the National.
suggested, and had organized, the Mill-Mr. Thorne was thirty-three years brook company. All of the securities and obligations I had purchased were delivered by me to J. P. Morgan & Co., who in exchange for them returned to me the obligations I had given them for mone; advanced to make purchases.

securities to the Millbrook Company. "Under my contract with the New proved failures because of insufficient agreement with me at any time, and I business in the same territory or to buy was obligated to return to them at any

"In October, 1907, I was advised by th

"In 1906 I went into the Westchester loans from J. P. Morgan & Co., which incompany, believing that it was a good terests I am advised was credited by

any one had come to the board of di-

#### BOND SALE BY KUHN, LOEB & CQ. DETAILED BY ELLIOTT

Boston, March 8.-A statement supple- findings the better it will be for all."

menting that of J. P. Morgan & Co. on In reply to questions about the obtain-New York, New Haven & Hartford ing of funds from other than J. P. Morfinancing was issued here to-night by gan & Co. Mr. Elliott said: Howard Elliott, chairman of that road. The statement was as follows:

of one kind and another into various French loan in 1907. Kuhn, Loeb & Co. phases of the New Haven situation, so make the following statement: that I could be in a position to answer questions that were asked me and so as to introduce as rapidly as practicable any & Co. to place \$28,000,000 4 per cent Investigation.

properties themselves but of the organization and details of management and ing the negotiation. operation. In the course of these investigations the question of the financing of the New Haven road in the past came up. in my letter to it and its reply.

Chord, in charge of the investigation ordered by the Senate resolution, that it is In this account the to expedite the work in every reasonable

"Inquiry was made of Kuhn, Loeb &

Co. about the placing by that house for Some time ago I began investigations the New Haven company of the so-called "In February, 1907, the company

Improved methods of management, ac- bonds in France at about 91 per cent, less counting and operation that seemed nec- 1% per cent commission. Kulin, Loeb & essary and desirable as a result of such Co. contracted for the firm's purchase of these \$28,000,000 bonds, and the commis-"For example, an expert independent sion paid to them was really part of the accountant has been at work on the books | purchase price. This was not a simple of the company for several months. An commission transaction, with the bankers expert investigator has been checking up simply acting as intermediaries, but all mechanical methods and standards. Kuhn, Loeb & Co. had to undertake a An expert in the purchase and handling very heavy obligation; as a matter of of supplies has made a thorough exami- fact, they had to carry a large part of nation and report on that part of the these bonds during the critical periods of the panic. It took more than a year and "A very careful examination by techni- a half to bring the transaction to a succal experts was made of the important | cessful end, and a part of the commission electric trolley companies, not only of the had to be reallowed by Kuhn, Loeb & Co. to their associates in Europe in perfect-

"In addition to the negotiations with Morgan & Co. and Kuhn, Loeb & Co.," Mr. Elliott continued, "there appear to and I asked the firm of J. P. Morgan & have been occasional and temporary bor-Co. if it would be willing to help me in rowing from deposit banks and others obtaining certain facts. It asked me to along the line of the road, and long term December 4,=1312, we acted, under con- New Haven Company, as set forth in the put my request in writing, which resulted securities issued by the company or held in its treasury were sold to various bank-"The New Haven company has said to ing houses and banks, principally in Eng-Interstate Commerce Commissioner Mc- land, from 1898 to date, aggregating about \$13,000,000. The total commissions paid on securities of this class were \$97,700. "You will understand that these trans-

actions took place prior to my becoming associated with the management of the

#### What Equitable Efficiency Service means to you

The corps of Efficiency Engineers maintained by The Equitable Building Corporation will, upon request, confer with any prospective tenant on the subject of space, and by thoroughly investigating the nature of the business, safeguard such tenant against leasing more space than is adequate for his needs.

And this feature of Equitable service, is only one of many considerations which make it both profitable to locate in the Equitable and folly to stay out.

Leases now being made from May 1, 1915. The building, however, is due to be completed 2 or 3 months ahead of that date.

#### **Equitable Building**

Temporary Office, 27 Pine Street

#### "STORMY PETREL" OF "STREET" PILOTED BANK IN PANK

For a young and practically self-made organized, with Stewart Browne as preman, Oakleigh Thorne has ploughed a dent. In a few months he became considerable furrow in the financial his- dent, and when it merged with the New tory of New York City. His record is one American Trust Company he became the

"Stormy Petrel" of Wall Street. Far from of America and became president. being a harbinger of storms, he has been next year he organized the Night to the very heart of them. He was the Day Bank and became its president storm centre of the panic of 1907, and he carried his Trust Company of America fairs of many large corporations, such through safely after one of the plucklest the Battery Place Realty Company, to

His motto is, "Don't worry; just smile!" He pinned a card with those words on it Deposit Company, the Empire Investme to his desk in the panic, and he lived up to his advice. He believes it was that which enabled him to weather the flerce Lands Purchase Company, the New Yer attack made upon his institution.

When he knew that he would be forced out of the banking business, after his United Gas and Electric Company, testimony before the Stanley committee at Washington, when he blamed George W. Perkins, at the time a member of Morgan & Co., for causing a run on his trust company by giving out a Company statement that cast doubt on its solency, he did not go until he had obtained the best possible terms, or \$375 for a \$100

Mr. Thorne inherited only a small fortune from his father. Edwin T. Thorne, of New Hamburg, N. Y., who was in the leather business here. He was born in New Hamburg in 1866, and was educated in Poughkeepsle and this city. His ancestors were among the ploneer settlers in the state. The founder's name figures at Flushing, Gravesend and Jamaica as a land owner as far back as 1645 One of Mr. Thorne's earliest ventures

made vice-president of the Union Switch and Signal Company when it absorbed

making concerns along the Hudson River,

Oakleigh Thorne has been called the ed that company with the Trust Company He has actively participated in the Broadway Securities Company, the Co

president of that. In 1905 he con-

Westchester & Boston Rallroad, the No folk & Southern Rallway Company, 6 United States Land Company, the United States Realty and Improvement Company the United Zinc and Chemical Company

It was in association with the company that the terrific assault w After withstanding the run, which he u dividends of 10 per cent and had be shares frequently quoted at \$370. A few days after the fire which

stroyed its building the Equitable To over the Trust Company of America \$375 a share, and Mr. Thorne retir S. Stafford, of St. Louis,

and Margaret Helen. Mr. Thorne is member of many clubs, among them to Union. Metropolitan, Mr. Thorne was thirty-three years old Ardsley, Jekyl Island, Westminster Egwhen he came to this city to be vice-nel, Riding, South Side and Turf at president of the International Banking Field. His country place is at Millbrea. and Trust Company, which had just been N. Y.

the commission would be all right if las

#### MOOSE DIVIDED ON **GOETHALS BILLS**

Three Kings County Assemblymen Fail to Appear at the Logan Club Forum.

Three of the four Progressive Assemat the Logan Club, Sixth avenue and Gar-determining on a stand toward the hills field Place, Brooklyn, yesterday, when the Sunday afternoon "forum" met to learn their attitude on the police bills. The principle. one who did appear was H. Scheidermann, of the 19th Assembly District; but he failed to tell his views on the meas ures. It was said at the meeting that neither the Brooklyn men nor many of the other nineteen Progressive Assemblymen would favor the bills. The sixty or seventy guests of the club seemed divided as to the utility of the bills. The meeting adjourned without indersing the bills. A boom for Theodore Roosevelt for Governor was started by C. J. Hamlin,

chairman of the Erie County organization, who announced that his followers favored the colonel's nomination. "Complete Progressive tickets will be nominated in all the states this fall," he said, "and New York, as the pivotal state, will be in a position to exercise a nation-wide influence. In view of the importance of the gubernatorial nomination in this state, we believe that Mr. Roosevelt could be persuaded to accept it."

applause than did his declaration that Erie County favored the police bills.

After Mayor Louis W. Will, of Syracuse, and Robert Binkerd, secretary of the City Club of Manhattan, had explained the bills in detail, H. W. Squires. treasurer of the Logan Club, said be thought they were un-American, as they would not permit policemen to appeal to

the courts from the decisions of the re-

viewing commission. A Mr. McNeill said

This announcement received much more

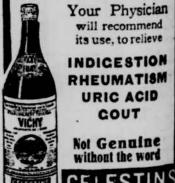
"If the Progressives win and get the recall adopted as law, wouldn't we be te to get rid of bad police co

"I guess we could," replied ex-Asses blyman G. A. Green, who presided Charles S. Aronstam closed the meetis

with an impassioned address, in which b pointed with scorn to the attitude of the Republican Assemblymen of this civ. biymen of Kings County failed to appear who met Saturday and adjourned with "They are actuated by policy," clared, "while we are moved only a

### CELESTINS VICHY

### Natural Alkaline Water



INDICESTION RHEUMATISM URIC ACID COUT Not Genuine

without the word ASK FOR SPLITS

SALE TO-MORROW AT 2 P. M. Also Each Following Day until March 14th, inclusive, at the Galleries of Fifth Avenue Auction Rooms, Inc. 333-341 Fourth Avenue, at 25th Street,

Valuable Antiques Collected by Mr. Edward J. La Place

From the Art Centres of Europe, and Consisting in Part of Adam, Chinese Chippendale, Lacquer, Hepplewhite, Sheraton, Louis XV., XVI. and Empire Furniture Artistic Bronzes, Glass and Crystals, Rare Porcelains, Specimens of Silver, Sheffield Plate, Mirrors, Old Prints, Leather Screens and many other objects of value and exceptional worth-HENRY A. HARTMAN, Auctioneer.

# Per MONTH UPON PLEDGE OF PERSONAL PROPERTY

THE PROVIDENT LOAN SOCIETY OF NEW YORK

Fourth Avenue cor. 25th Street Eldridge Street cor. Rivington Street Seventh Ave. bet. 48th and 49th Sts. Lexington Ave. cor. 124th Street

Courtlandt Ave. cor. 148th Street Graham Avenue cor. Debevolse St. Pitkin Avenue cor. Rockaway Ava Grand Street cor. Clinton Street
East 72d St. bet. Lexington & 3d Avs.
East Houston St. cor. Essex St.

PER CENT. CHARGED UPON
LOANS REPAID WITHIN
TWO WEEKS FROM DATE.

# 6 & 8 33d St., East of 5th Av. Property now on Exhibition with Descriptive Catalogs.

Because it costs only 85 cents of most dealers. Chew

after every meal.

Red Seal Carbon Paper For All Makes of Typewriters. send for Our Blustrated Booklet,

Tel. Worth 5060. \$28-831 Broadway

the Millbrook Company.

commission to your firm, or any member complied with the request. You may be purchase and complete one.

Boston, Mass. "Dear Sir: We are in receipt of your

the last twenty years. "Our relations with the New Haven have been of the following character: From 1894 to 1910 the New Haven generally disposed of its securities by selling them outright, sometimes to us, the Millbrook Company under instrucsometimes to other houses. The securi- tions of the New Haven Company. ties thus purchased were afterward sold by the purchasers for their own account. ber of them, had any transactions with they taking the risk of profit or loss the Millbrook Company other than those thereon. From December 19, 1910, until for the account, and by the order of the tract, as the fiscal agent of the compa- statements of accounts furnished you In the course of these twenty berewith. years, from 1894 to 1914, we took part proximately \$350,000, all of the forego- its 'Account No. 2."

SUMMARY OF SCHEDULE I

Section A. Transactions in which, prior to the fiscal agency contract, we acted as agent for the company; the total of securities involved in such transactions being a par value of.

On these transactions total commissions paid by the company were

"This total profit of \$350,265 12 (being t the average rate of \$17,500 a year) is,

"Answering your specific inquiry, we

"J. P. Morgan, sr., inherited 1,222

"Millbrook Company. We are glad to

which advances were made, such secu-

in the handling of New Haven and sub- was there any profit or commission to sidiary company securities of the par our firms or to any member of them. value of \$333,000,000, from which our The New Haven Company opened with glad to have him investigate the financial firm realized a total net profit of ap- us an account which was designated as and other conditions and that it will help ing being set forth below in detail. All company deposited from time to time manner. Already it has accumulated on New Haven road, except the short time our calculations have included any par- fover \$8,000,000 of the total prior to its own account a large quantity of de- loans of December 1, 1915, and since, and ticipations by our Philadelphia, London February, 1997) moneys to reimburse tailed information about various transac- that my information in regard to the or Parls houses. The transactions are us for our advances for its account to tions, which it is placing in the hands of earlier transactions is derived from the grouped under two headings, viz:

the Milibrook Company We inclose the investigators, so as to hurry the company's books and from the hankers "Schedule I. All securities purchased statement of that account, showing that work. The sooner the commission can

he advised me that a committee, consisting of the late J. P. Morgan, William Rockefeller and Mr. Miller, had been ap

"In this contract the New Have to furnish the money, and J. P. Morgan road that has no right of way into the & Co. were named as their bankers. As I city and is forced to pay heavily to an- acquired the securities I advised the New other railroad for a terminal and ap- | Haven Company of the amounts of president of the National Switch and Sigmoney required, and they in turn ad- nal Company, of Easton, Penn., and was

"J. P. Morgan & Co. in turn gave the

them when there was time to develop the time the entire capital stock of the Millbrook Company.

"There is something very important Haven road, except the interest on my

"The whole transaction was a combinawas practically a parallel road. The ter- tion of two competing lines that the New ritory was not great enough to operate Haven needed, and was for the purpose